



**US Army Corps
of Engineers**
Louisville District ®

Public Notice

Public Notice No.
LRL-2011-442

Open Date:
17 Jul 2013

Close Date:
16 Aug 2013

Please address all comments and inquiries to:
U.S. Army Corps of Engineers, Louisville District
ATTN: Ms. Pam Loeffler, CELRL-OP-FS, Rm 752
P.O. Box 59
Louisville, Kentucky 40201-0059

Phone: (502) 315-6693

This notice announces an application submitted to modify Department of the Army (DA) Permit No. LRL-2011-442, subject to Section 10 of the Rivers and Harbors Act of 1899:

APPLICANT: Riverside Industrial Properties, LLC
3114 Charter Oak Road
Edgewood, KY 41017

AGENT: XCorps, LLC
1771 Graves Road
Hebron, KY 41048

LOCATION: Left bank of the Ohio River at Mile 526.9 in
Gallatin County, Kentucky
901 East Main Street
Warsaw, KY 41095

Latitude: 38.78748
Longitude: -84.88548
7.5 Minute Quad: IN-KY-Florence

PURPOSE: To modify the existing barge loading facility for
the manufacture and transport of over-sized
pieces of equipment

DESCRIPTION OF WORK: The existing DA Permit authorized the construction of a barge loading terminal to load synthetic barge covers manufactured at this facility. A single barge was authorized to be moored at this location for loading operations during daylight hours, Monday through Saturday. The applicant now proposes to moor a single barge 35 feet x 195 feet at this commercial property for the purpose of transporting over-sized pieces of equipment that would be manufactured onsite. The barge would be secured with 1-1/4-inch galvanized wire attached to two existing 10'x10'x10' concrete deadmen, located at the top of the bank above the Ordinary Water (OHW) elevation of 455.5 feet Ohio River Datum (ORD). An existing building at the site would be utilized as a manufacturing facility to fabricate over-sized pieces of equipment (i.e., items too large to transport by

rail or highway shipment). These pieces would initially be constructed out of steel, but future fabrication may entail synthetics or composite material. The equipment would be loaded onto a multi-axle trailer and transported to the river via a driveway to the Trans Loading Area (TLA) depicted on Sheet 2 of 5. There, the transloading would be conducted in a Roll on-Roll off (RO-RO) method with ramps between the barge and land. The RO-RO transloading operations would be limited to daylight hours, seven days per week. Due to the lengthy fabrication time per piece, it is estimated that fewer than ten pieces would be shipped per year. The RO-RO barge would be moored in one of two optional configurations as described below.

OPTION ONE would require the receiving RO-RO barge to be moored perpendicular to the river bank near the center of the TLA, elevation 463.0 (see Sheet 4 of 5). Ramps would be placed between the TLA and the barge. Protective crane mats may be used between the existing riprap and the barge. A towboat would be faced up to the barge during the entire RO-RO loading procedure. The boat would be in radio contact with Markland Lock and passing tows. The RO-RO barge may be ballasted to aid in the loading process. The maximum riverward projection would be 200 feet at the normal pool elevation of 455.0 ORD.

OPTION TWO would require the RO-RO barge to be moored parallel to the bank similar to the initial permit authorization (see Sheet 5 of 5). The barge would be moored using existing deadmen and have a full time towboat attached. Maximum riverward projection would be 60 feet at Normal Pool.

The applicant also proposes to use the Option Two configuration for other transloading activities when the RO-RO operation is not being utilized. This would include loading and unloading all non-hazardous non-liquid commodities normally shipped on the inland river system, such as pipe, coiled steel, bags of sugar, etc., including Twenty-foot Equivalent Unit (TEU) containers, as well as materials used in the fabrication process described above. Commodities that would not be trans-loaded at this facility include such items as sand and gravel, cement, and coal. For this activity, the barge would be loaded/unloaded by a land based crane into or out of trailer trucks. The operation may occur on a 24-hour, seven day per week basis. Products received may be trucked off-site or stored onsite outside or in an existing covered warehouse.

REVIEW PROCEDURES: A DA Permit cannot be issued if any legally required Federal, State, or local authorization or certification is denied.

Copies of this notice are sent to the appropriate Federal and State Fish and Wildlife Agencies. Their views and comments are solicited in

Operations Division
Regulatory Branch (South)
Public Notice No. LRL-2011-442-pjl

accordance with the Fish and Wildlife Coordination Act of 1956. Based on available information, the proposed activity will not destroy or endanger any Federally-listed threatened or endangered species or their critical habitats, as identified under the Endangered Species Act, and therefore, initiation of formal consultation procedures with the U.S. Fish and Wildlife Service is not planned at this time.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. A request for a public hearing must state the specific interest, which might be damaged by issuance of the DA Permit.

The National Register of Historic Places has been examined, and it has been determined that there are no properties currently listed on the Register which would be directly affected by the proposed work. If we are made aware, as a result of comments received in response to this notice, or by other means, of specific archaeological, scientific, prehistoric, or historical sites or structures which might be affected by the proposed work, the District Engineer will immediately take the appropriate action necessary pursuant to the National Historic Preservation Act of 1966 - Public Law 89-665 as amended (including Public Law 96-515).

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered; among those are conservation, economics, aesthetic values, general environmental concerns, historic values, fish and wildlife values, flood damage prevention, land use, navigation, recreation, water supply, water quality, energy needs, safety, food production, and in general, the needs and welfare of the public.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

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Written statements received in this office on or before the closing date will become a part of the official record and will be considered in the determination on this permit request. Any objections which are received during this period, will be forwarded to the applicant for possible resolution before the determination is made whether to issue or deny the requested DA Permit. A permit will be granted unless its issuance is found to be contrary to the public interest.

Information pertaining to this application is available for public examination during normal business hours upon prior request. Drawings are available on Louisville District's Internet site at <http://www.lrl.usace.army.mil/Missions/Regulatory.aspx>. All comments regarding this proposal should be addressed to Ms. Pam Loeffler, CELRL-OP-FS at the address noted above and should refer to the Public Notice Number LRL-2011-442-pjl.

If you desire to submit your comments by email, you must comply with the following:

a) In the subject line of your email, type in **ONLY** the Public Notice ID No. LRL-2011-442-pjl.

Example:

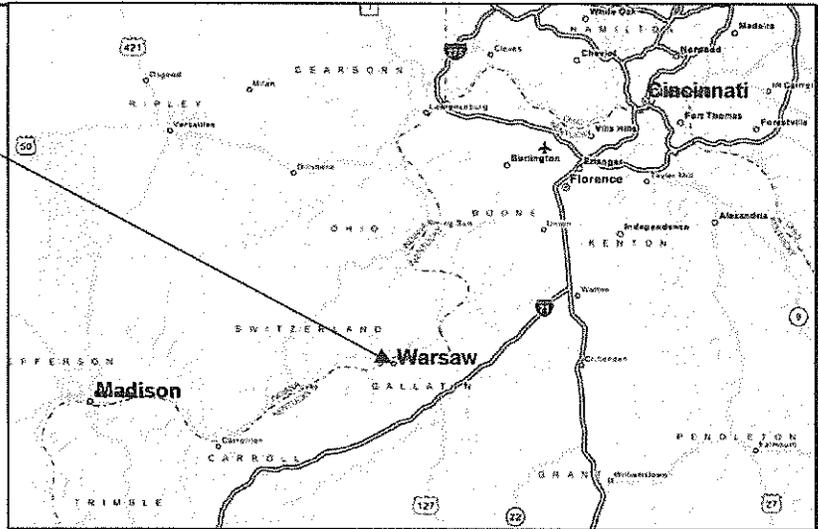
Subject: LRL-2011-442-pjl

b) Provide your physical mailing address and telephone number.

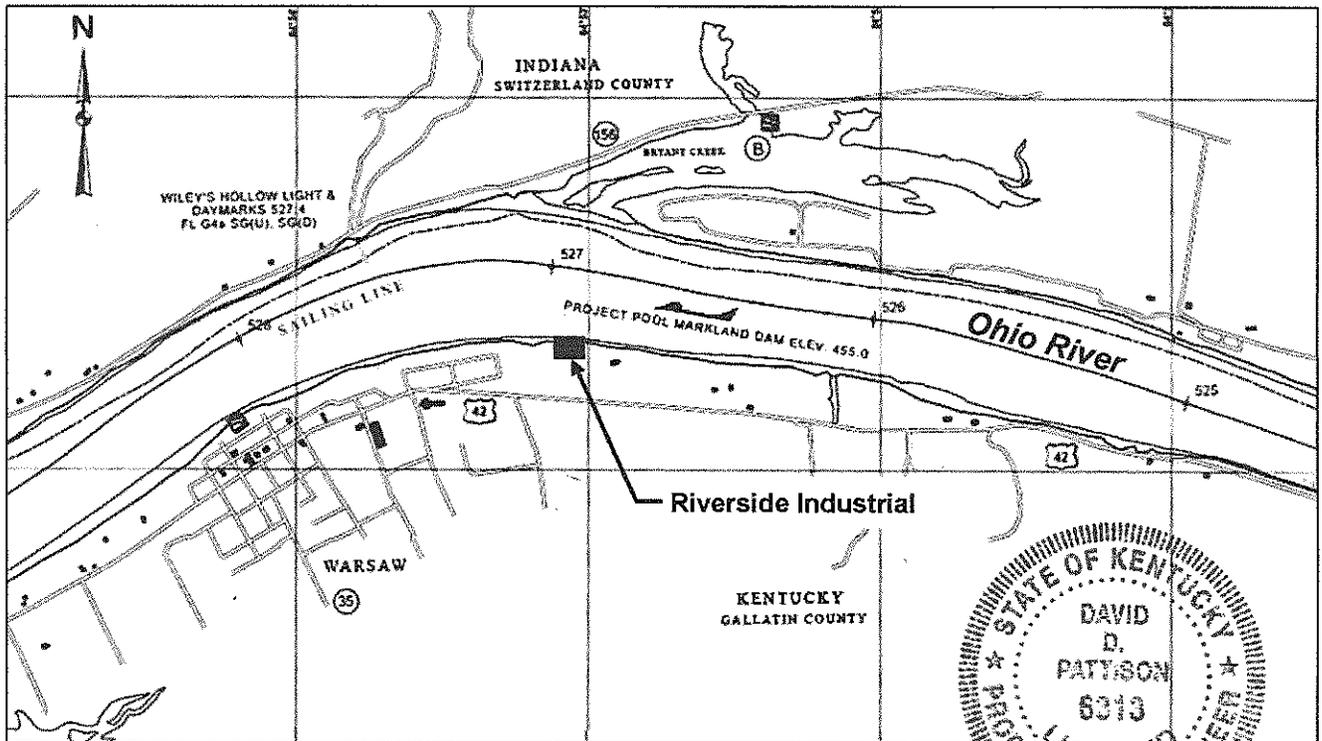
c) Send your email to: lrl.regulatorypubliccomment@usace.army.mil.

d) If you are sending attachments greater than 1 Mb in size with your email, you must send a hard copy (CD or paper) to the Corps' physical address as well.

Riverside Industrial



Vicinity



Location

Scale 1" = 3000'

Applicant

Riverside Industrial Properties
 901 East Main St,
 Warsaw KY 41095
 Attn: Mike Kautzman

Riverside Industrial

Vicinity & Location
 Ohio River Mile 526.9 LDB

38° 47' 20.87" N 84° 53' 08.63" W

Agent

XCorps LLC
 David D. Pattison
 1771 Graves Rd
 Hebron KY, 41048
 Phone 859-586-0231

13 May 2013

Sheet 1 of 5

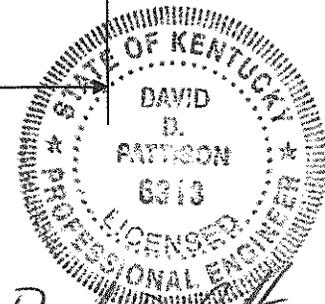
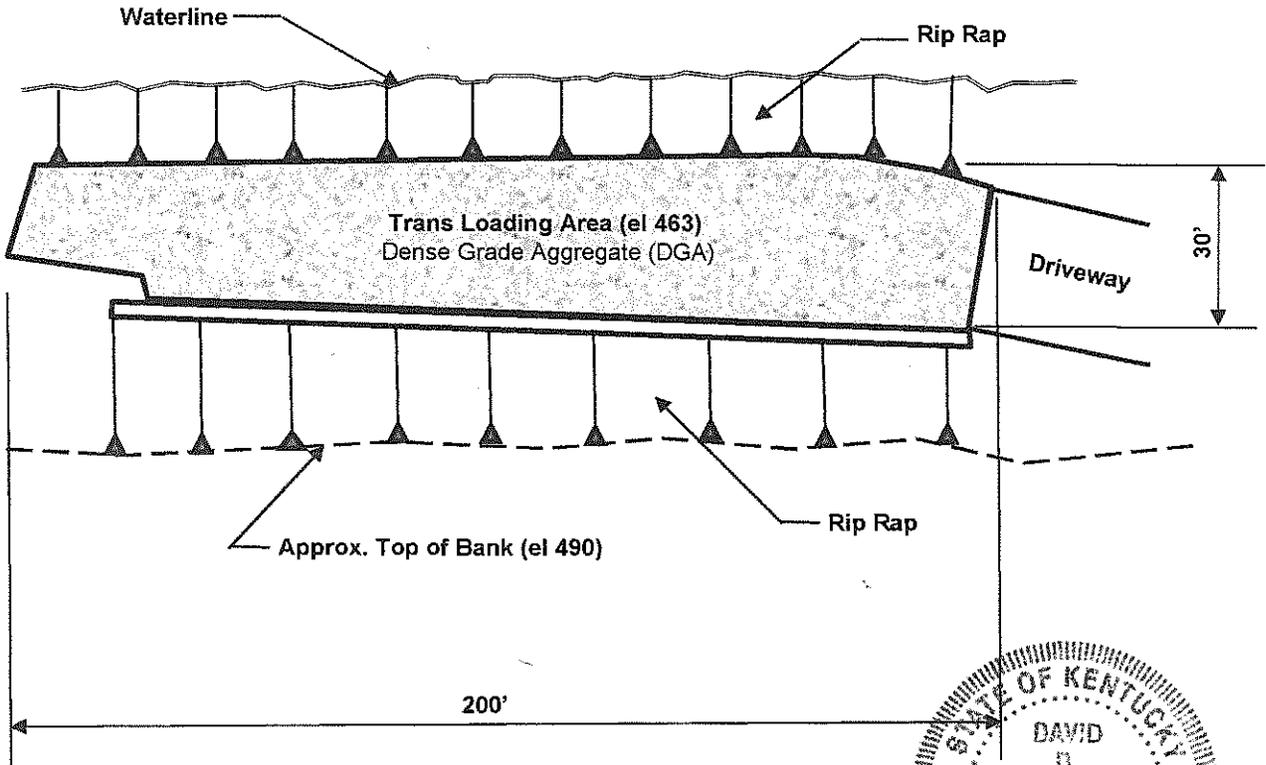
STATE OF KENTUCKY
 DAVID D. PATTISON
 6313
 LICENSED PROFESSIONAL ENGINEER
David D. Pattison
 20 May 2013



Ohio River



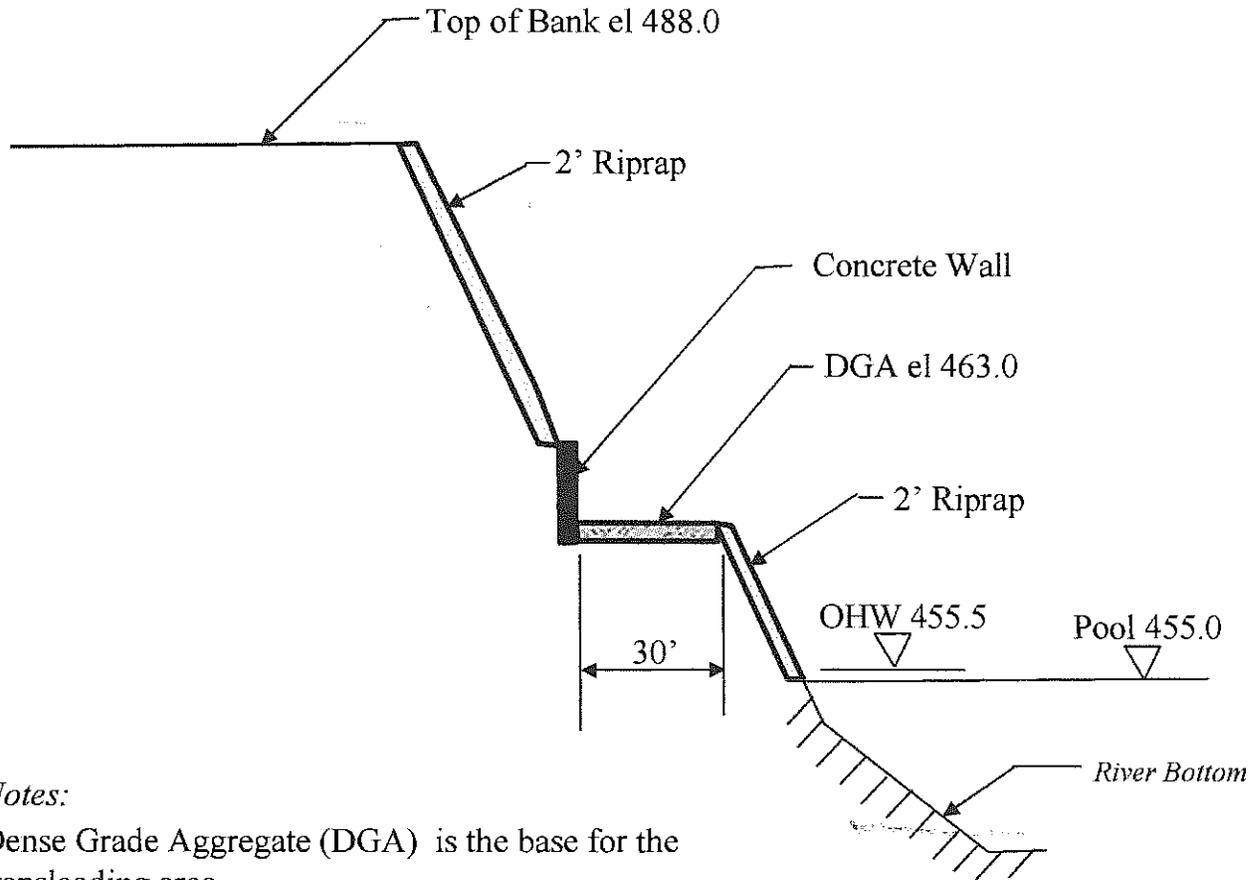
Pool el. 455.0
OHW el. 455.5



David D. Pattison
20 MAY 2013

Scale 1" = 40'

<p><u>Applicant</u> Riverside Industrial Properties 901 East Main St, Warsaw KY 41095 Attn: Mike Kautzman</p>	<p><u>Trans Loading Area</u> As Built Plan View Ohio River Mile 526.9 LDB</p>	<p><u>Agent</u> <u>XCorps LLC</u> David D. Pattison 1771 Graves Rd Hebron KY, 41048 Phone 859-586-0231</p>	
		13 May 2013	Sheet 2 of 5



Notes:

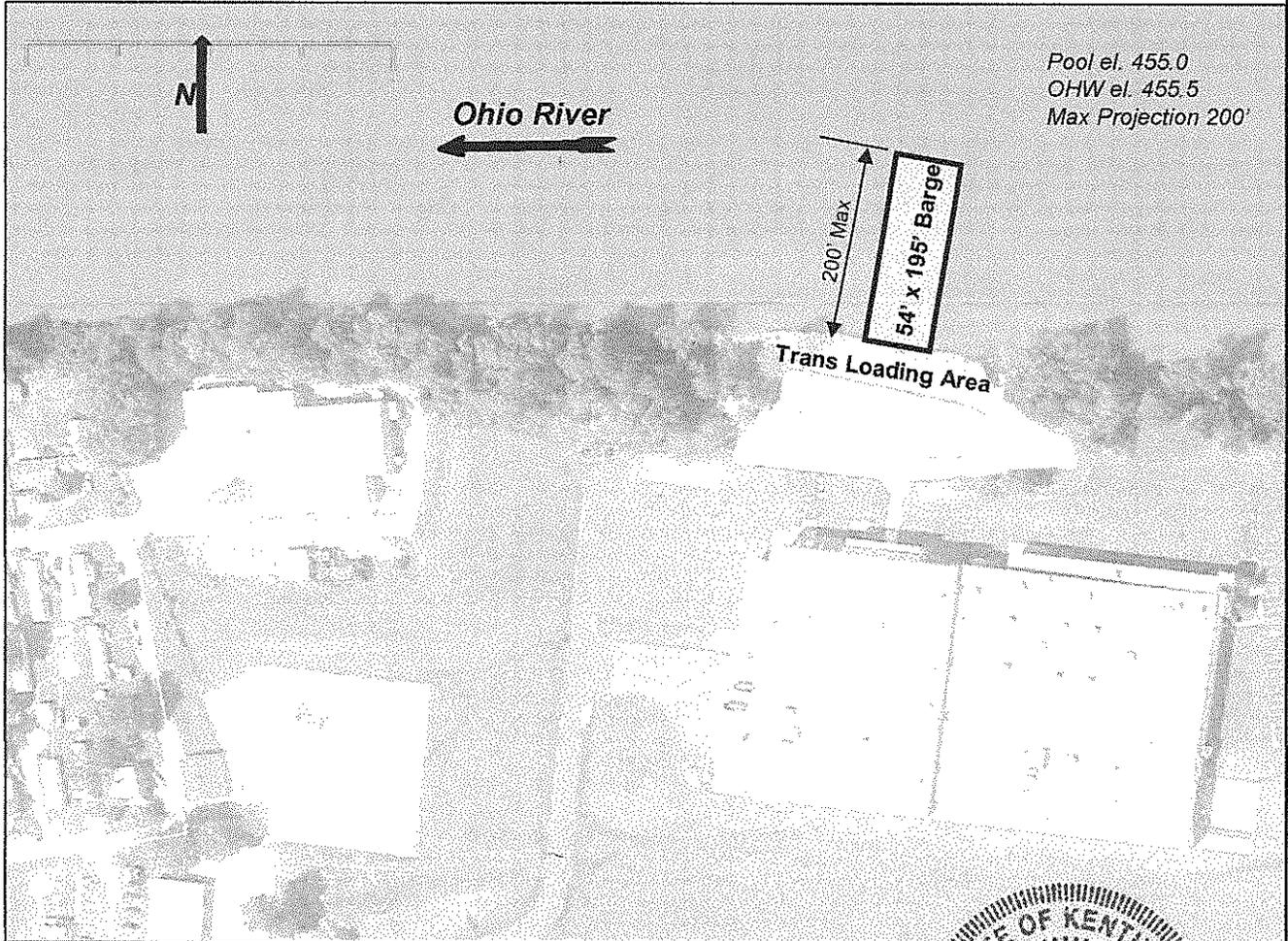
Dense Grade Aggregate (DGA) is the base for the transloading area.



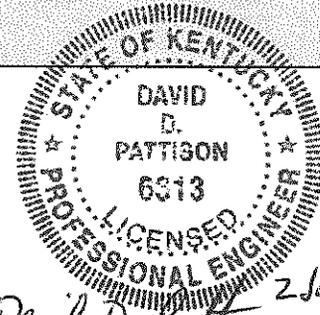
David D. Pattison
20 May 2013

Approx. Scale 1" = 40' Horizontal
1" = 10' Vertical

<p><u>Applicant</u> Riverside Industrial Properties 901 East Main St, Warsaw KY 41095 Attn: Mike Kautzman</p>	<p>Trans Loading Area As Built Typical Section Looking Upstream Ohio River Mile 526.9 LDB</p>	<p><u>Agent</u> <u>XCorps LLC</u> David D. Pattison 1771 Graves Rd Hebron KY, 41048 Phone 859-586-0231</p>
		<p>13 May 2013</p>
		<p>Sheet 3 of 5</p>



Scale 1" = 200'



David D. Pattison 2 Jul 13

Applicant

Riverside Industrial Properties
901 East Main St,
Warsaw KY 41095
Attn: Mike Kautzman

Riverside Industrial

Option 1
Perpendicular to Loading Area

Ohio River Mile 526.9 LDB

Agent

Xcorps LLC

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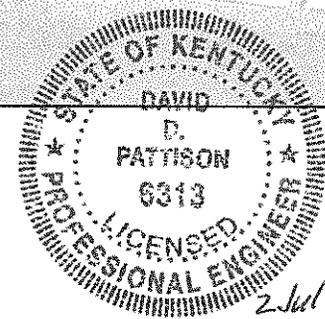
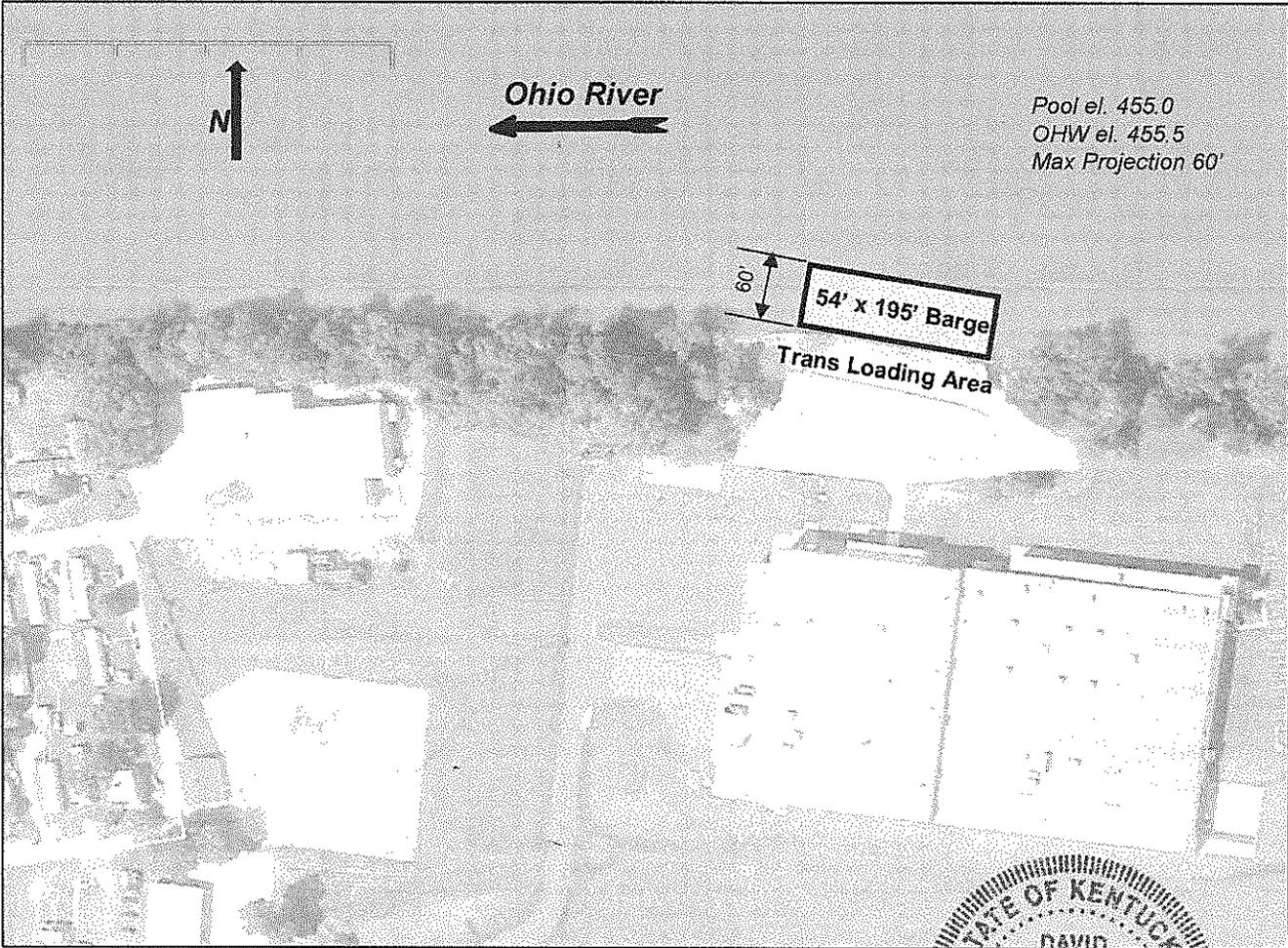


Ohio River



Pool el. 455.0
OHW el. 455.5
Max Projection 60'

60'
54' x 195' Barge
Trans Loading Area



Scale 1" = 200'

David D. Pattison

Applicant

Riverside Industrial Properties
901 East Main St,
Warsaw KY 41095
Attn: Mike Kautzman

Riverside Industrial

Option 2
Parallel to Loading Area
Ohio River Mile 526.9 LDB

Agent

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13 May 2013

Sheet 5 of 5